

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes \_\_\_\_\_  
no ☒

Property Name: SHA Bridge 1605701 Inventory Number: PG:85A-58  
Address: US 301 Northbound over Timothy Branch Historic district: yes ☒ no  
City: Mattawoman vicinity, MD Zip Code: \_\_\_\_\_ County: Prince Georges  
USGS Quadrangle(s): Piscataway  
Property Owner: MD SHA Tax Account ID Number: \_\_\_\_\_  
Tax Map Parcel Number(s): \_\_\_\_\_ Tax Map Number: \_\_\_\_\_  
Project: Mid-20th Century Highway Bridges of Maryland (1948-1960) Agency: \_\_\_\_\_  
Agency Prepared By: \_\_\_\_\_  
Preparer's Name: \_\_\_\_\_ Date Prepared: \_\_\_\_\_  
Documentation is presented in: Project Review and Compliance  
Preparer's Eligibility Recommendation: \_\_\_\_\_ Eligibility recommended ☒ Eligibility not recommended  
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: yes Listed: yes  
Site visit by MHT Staff yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Description

The US 301 Northbound Bridge over Timothy Branch (MIHP # PG: 85A-58, Bridge 1605701) was erected in 1928 on US 301, across the Timothy Branch of the Mattawoman Creek, north of the community of Mattawoman, which is located in Charles County. The bridge was built as part of the development of US 301 in Maryland, which was designed to address the rapid growth in population and automobile ownership on the Western Shore in the late 1910s and 1920s. This bridge was erected in 1928 as a concrete-arch structure during the first period of construction of US 301. In 1949-1950, at the beginning of the route's second principal period of construction, the bridge was widened as a part of the dualization of the roadway. In 1992, the bridge was altered a second time when it was widened through the use of prestressed concrete beams.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_ Eligibility not recommended ☒  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Jim Taulman  
Reviewer, Office of Preservation Services

[Signature]  
Reviewer, National Register Program

6/2/2011  
Date

6/3/11  
Date

## Determination of Eligibility

The US 301 Northbound Bridge over Timothy Branch is not eligible for listing in the National Register under Criterion A. While the bridge is associated with post-World War II roadway improvements to US 301, it does not retain sufficient integrity to convey its period of significance. The bridge has lost its integrity of design, materials, workmanship, and feeling due to two distinct alterations. The bridge's 1928 appearance has been obscured by its 1950 widening and both its 1928 and 1950 appearance were obscured by a 1992 widening which included the addition of prestressed concrete beams and a prestressed concrete fascia beam to support the increased loads. Principal character-defining features of the bridge's superstructure and substructure including the arch ribs, spandrel wall, and parapet, have lost their integrity through these alterations, which have significantly altered the bridge's appearance and compromised its ability to convey its period of significance.

The US 301 Northbound Bridge over Timothy Branch is not National Register-eligible under Criterion B, as it is not associated with an individual significant at the local, state, or national level.

The US 301 Northbound Bridge over Timothy Branch is not National Register-eligible under Criterion C. While the bridge is one of only two examples of concrete arch bridge construction in Maryland from 1948-1960, it does not retain sufficient integrity to convey its period of significance. The bridge has lost its integrity of design, materials, workmanship, and feeling due to two distinct alterations. The bridge's 1928 appearance has been obscured by its 1950 widening and both its 1928 and 1950 appearance were obscured by a 1992 widening which included the addition of prestressed concrete beams and a prestressed concrete fascia beam to support the increased loads. Principal character-defining features of the bridge's superstructure and substructure including the arch ribs, spandrel wall, and parapet, have lost their integrity through these alterations, which have significantly altered the bridge's appearance and compromised its ability to convey its period of significance.

National Register-eligibility under Criterion D was not investigated as part of this study.

SHA agrees with the consultant's recommendation. The bridge was altered in 1949 after its original construction in 1928. It is a hybrid bridge that does not fully convey its significance as either a 1920s arch bridge or a 1949 beam bridge and it is not eligible for the NRHP under Criteria A, B or C.

## MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

PG:85A-58  
US 301 Northbound Bridge over Timothy Branch  
Cedarville vic.  
1928; 1950; 1992

Bridge No. 1605701 is a small, closed spandrel concrete arch/prestressed concrete beam bridge, built in 1928 and widened in 1950 and 1992. The bridge carries US 301 Northbound over the Timothy Branch of Mattawoman Creek, north of Cedarville-McKendree Road in the town of Mattawoman. The bridge runs north-south and carries two lanes of vehicular traffic. The bridge is approximately 35 feet long and 48 feet wide. The structure is composed of a closed spandrel concrete arch with prestressed concrete beams on the east to widen the structure. The closed spandrel arch dates to 1928. The arch was extended in 1950, and the prestressed concrete beams date to 1992, as the structure was widened twice. The bridge has a concrete parapet; the east parapet appears to be newer than the west one. A modern guardrail lines the approaches to the bridge. The dates "1928-91" are inscribed in the concrete parapet on the southeast corner of the bridge.

The US 301 Northbound Bridge over Timothy Branch (MIHP # PG: 85A-58, Bridge 1605701) was erected in 1928 on US 301, across the Timothy Branch of the Mattawoman Creek, north of the community of Mattawoman, which is located in Charles County. The bridge was built as part of the development of US 301 in Maryland, which was designed to address the rapid growth in population and automobile ownership on the Western Shore in the late 1910s and 1920s. This bridge was erected in 1928 as a concrete-arch structure during the first period of construction of US 301. In 1949-1950, at the beginning of the route's second principal period of construction, the bridge was widened as a part of the dualization of the roadway. In 1992, the bridge was altered a second time when it was widened through the use of prestressed concrete beams.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. PG:85A-58

### 1. Name of Property

(indicate preferred name)

historic US 301 Northbound Bridge over Timothy Branch

other Bridge No. 1605701

### 2. Location

street and number US 301 Northbound at Timothy Branch N/A not for publication

city, town Mattawoman x vicinity

county Prince George's

### 3. Owner of Property

(give names and mailing addresses of all owners)

name Maryland State Highway Administration

street and number 707 N. Calvert Street telephone 410-545-0300

city, town Baltimore state MD zip code 21202

### 4. Location of Legal Description

courthouse, registry of deeds, etc. liber folio

city, town tax map tax parcel tax ID number

### 5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District  
☐ Contributing Resource in Local Historic District  
☐ Determined Eligible for the National Register/Maryland Register  
☐ Determined Ineligible for the National Register/Maryland Register  
☐ Recorded by HABS/HAER  
☐ Historic Structure Report or Research Report at MHT  
☒ Other: Statewide Inventory by SHA

### 6. Classification

Category	Ownership	Current Function	Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade		buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense		sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic		1 structures
<input type="checkbox"/> object		<input type="checkbox"/> education		objects
		<input checked="" type="checkbox"/> transportation		1 Total
		<input type="checkbox"/> funerary		
		<input type="checkbox"/> government		
		<input type="checkbox"/> health care		
		<input type="checkbox"/> industry		
		<input type="checkbox"/> landscape		
		<input type="checkbox"/> recreation/culture		
		<input type="checkbox"/> religion		
		<input type="checkbox"/> social		
		<input type="checkbox"/> work in progress		
		<input type="checkbox"/> unknown		
		<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> other:		
			Number of Contributing Resources previously listed in the Inventory	
			0	

## 7. Description

Inventory No. PG:85A-58

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Bridge No. 1605701 is a small, closed spandrel concrete arch/prestressed concrete beam bridge, built in 1928 and widened in 1950 and 1992. The bridge carries US 301 Northbound over the Timothy Branch of Mattawoman Creek, north of Cedarville-McKendree Road in the town of Mattawoman. The surrounding suburban area features several residences and commercial establishments. The bridge runs north-south and carries two lanes of vehicular traffic. No sidewalks are present, but a shoulder is located on the east side of the bridge.

The bridge is approximately 35 feet long and 48 feet wide. The structure is composed of a closed spandrel concrete arch with prestressed concrete beams on the east to widen the structure. The closed spandrel arch dates to 1928. The arch was extended in 1950, and the prestressed concrete beams date to 1992, as the structure was widened twice. The bridge has a concrete parapet; the east parapet appears to be newer than the west one. A modern guard rail lines the approaches to the bridge. The dates "1928-91" are inscribed in the concrete parapet on the southeast corner of the bridge.

## 8. Significance

Inventory No. PG:85A-58

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

**Specific dates** 1928; 1950 & 1992-rehabilitation **Architect/Builder** Maryland State Roads Commission

**Construction dates** 1928;1950;1992

Evaluation for:

☒ National Register ☐ Maryland Register ☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

### Statement of Significance

The US 301 Northbound Bridge over Timothy Branch (MIHP # PG: 85A-58, Bridge 1605701) was erected in 1928 on US 301, across the Timothy Branch of the Mattawoman Creek, north of the community of Mattawoman, which is located in Charles County. The bridge was built as part of the development of US 301 in Maryland, which was designed to address the rapid growth in population and automobile ownership on the Western Shore in the late 1910s and 1920s. This bridge was erected in 1928 as a concrete-arch structure during the first period of construction of US 301. In 1949-1950, at the beginning of the route's second principal period of construction, the bridge was widened as a part of the dualization of the roadway. In 1992, the bridge was altered a second time when it was widened through the use of prestressed concrete beams.

### Historic Background and Support

US 301 (originally known as the Crain Highway) had two principal periods of construction, the first in the mid 1920s, and the second from the late 1940s through the mid 1950s. Between 1922 and 1928, the route was constructed from Baltimore south to Charles County and the Potomac River. The first major new road constructed by the State Roads Commission on an entirely new location, it connected the rural counties on the western bank of the Chesapeake Bay with the state's principal city.<sup>1</sup> During the years between the end of World War I and the beginning of the Great Depression, highway development in Maryland "was characterized by increasing growth of the state-owned and state-aided systems, and highlighted by construction of notable through roads, parkways, and expressways by state or federal authorities."<sup>2</sup> This growth was due to increased population and automobile-ownership during the period. As part of this general highway expansion and the growth of population in the Upper Marlboro area, this bridge was erected in 1928 during the first period of construction of US 301.<sup>3</sup>

The bridge was built as a closed-spandrel, concrete-arch structure. The arch, an ancient architectural feature, had experienced a revival in bridge design in the late nineteenth century along with the Beaux Arts aesthetic. The use of concrete was revived during this time as well and, with the advent of standardized reinforced concrete bridge designs at the opening of the twentieth century, concrete bridges began to be built in great numbers. Numerous concrete bridges built following standardized plans were constructed in Maryland in the 1910s and 1920s. In the 1910s perhaps a third of these were concrete arches, while the remainder were concrete

<sup>1</sup> Spero, P.A.C., & Company, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report*, 1995, page 27; Becky Kermes, "Maryland Historical Trust Short Form for Ineligible Properties – SHA Bridge No. 1701401", 2004.

<sup>2</sup> *Ibid*, page 27.

<sup>3</sup> State Roads Commission, "Proposed Arch Bridge on Southern Maryland Boulevard-Timothy Creek, Detail Plan" and "Details and Plan", September 1928.



# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. PG:85A-58

Name Bridge No. 160570, US 301 Northbound Bridge over Timothy Branch  
**Continuation Sheet**

Number 8 Page 1

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slabs or beams. In the 1920s, as slabs continued to be built in large numbers and the T-beam bridge began to dominate concrete construction, still perhaps a quarter of the state's concrete bridges were arched.<sup>4</sup>

Between 1949 and 1952, Maryland constructed the Chesapeake Bay Bridge. This major effort, part of the post-World War II boom in bridge and highway construction in the state, provided the impetus for the improvement of the Crain Highway and its designation as US 301.<sup>5</sup> The expansion in highway improvements and roadway and bridge construction was prompted by pent up demand. During World War II only construction necessary to support military efforts was undertaken. It was also prompted by population growth, particularly in communities within driving distance of the jobs concentrated in and around Baltimore.<sup>6</sup> In the late 1940s, portions of the road were improved and in the mid 1950s it was dualized through the addition of new separate lanes.

In the latter half of 1947 and in 1948, the State Roads Commission began to consider improving portions of US 301 by funding a bypass around the community of Upper Marlboro in Prince George's County. Traffic was often tied up by the passage of numerous cars through the center of the town. The work included the relocation of US 301 in the vicinity of Upper Marlboro, the erection of a new steel beam bridge over the Western Branch of the Patuxent River (Bridge No. 1605402), and the construction of large concrete box culverts at several streams.<sup>7</sup> During the latter half of 1949 and first half of 1950, the Commission funded the widening of the existing arch bridge to allow for the highway's dualization.<sup>8</sup> The 1950 Commission report described the work on the bypass and the bridge over the Western (not the Timothy) Branch in some detail:

The initial stage of construction of a relocation of US 301, 7.24 miles long, by-passing Upper Marlboro to the south, is being completed. The bituminous stabilized gravel surfacing constructed under this contract will be supplemented with a surfacing of bituminous concrete. This improvement includes the construction of a triple span steel beam bridge over Western Branch.

The adjoining section of US 301 from the end of the above improvement to T.B. [a local community], a distance of 6.43 miles, has been widened and resurfaced with bituminous concrete.<sup>9</sup>

In 1952, as part of a proposed twelve-year road construction program, the State Roads Commission recommended adding a second lane to US 301 from Glen Burnie south to the Potomac River.<sup>10</sup> Roadway improvement often accompanied bridge construction projects. The Commission reported in 1952 that:

As of July 1, 1952 the section of dual highway over US 301 and MD 5, beginning at T.B. and extending southerly to Mattawoman with an overpass at T.B. taking the south bound traffic on 301 over MD 5 and merging with MD 5 to the south, was 75% complete. It is anticipated that this project, consisting of 3.388 miles of divided highway, two 24' wide bituminous concrete surfaced lanes on gravel base, will be completed in the fall of 1952.<sup>11</sup>

<sup>4</sup> Spero, P.A.C., & Company, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report*, 1995, pages 135-163.

<sup>5</sup> *Ibid*, page 30.

<sup>6</sup> Population figures for Prince George's County announce the need for new roads. The county's population exploded from 89,490 in 1940 to 194,182 in 1950. <http://www.census.gov/population/cencounts/md190090.txt>

<sup>7</sup> State Roads Commission, *Report of the State Roads Commission of Maryland*, 1949, page 68.

<sup>8</sup> State Roads Commission, *Report of the State Roads Commission of Maryland*, 1950, page 77.

<sup>9</sup> *Ibid*, page 153.

<sup>10</sup> State Roads Commission, *Proposed Twelve-Year Program for Road Construction and Reconstruction, 1954-1965*, 1952, page 6.

<sup>11</sup> State Roads Commission, *Report of the State Roads Commission of Maryland*, 1952, page 172.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. PG:85A-58

Name Bridge No. 160570, US 301 Northbound Bridge over Timothy Branch  
**Continuation Sheet**

Number 8 Page 2

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The State Roads Commission report of 1957 depicts thumbnail "before" and "after" photographs of construction work on US 301 in District 5, south of Prince George's County. The caption notes: "The complete dualization of U.S. 301 is rapidly progressing, from the new Glen Burnie By-Pass south to the Potomac River Bridge. These views show the old and the new roads—the amazing contrast between the slow line of traffic...and the modern dual expressway...."<sup>12</sup>

This bridge was significantly altered in 1992 by a second widening project necessary to address increased heavy traffic loads and safety concerns. This effort included the addition of prestressed concrete beams and a prestressed concrete fascia beam to the bridge's structure.<sup>13</sup>

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<sup>12</sup> State Roads Commission, *On Our Way*, 1957, no page number.

<sup>13</sup> State Highway Administration, "Widening of Bridge No. 16057 on US 301 over Timothy Branch, General Plan and Elevation", November 1989; State Highway Administration, "Inspection of Bridge No. 1605701", March 2001.



## 9. Major Bibliographical References

Inventory No. PG:85A-58

See Continuation Sheet

## 10. Geographical Data

Acreage of surveyed property \_\_\_\_\_  
Acreage of historical setting \_\_\_\_\_  
Quadrangle name Piscataway, MD

Quadrangle scale: 1:24,000

### Verbal boundary description and justification

The US 301 Northbound Bridge carries US 301 over the Timothy Branch of the Mattawoman Creek. The bridge is located along the stretch of US 301 north of Cedarville-McKendree Road. The bridge has been associated with this site since its construction.

## 11. Form Prepared by

name/title	Marvin Brown / Mary E. Crowe and Stan Pipefish		
organization	URS Corporation / Hardlines Design Company	date	October 2004
street & number	200 Orchard Ridge Drive / 4608 Indianola Avenue	telephone	301-258-9780 / 614-784-8733
city or town	Gaithersburg / Columbus	state	MD / OH

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. PG:85A-58

Name Bridge No. 160570, US 301 Northbound Bridge over Timothy Branch  
**Continuation Sheet**

Number 9 Page 1

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Kermes, Becky "Maryland Historical Trust Short Form for Ineligible Properties – SHA Bridge No. 1701401", 2004.

"Population figures for Prince George's" <<http://www.census.gov/population/cencounts/md190090.txt>>

Spero, P.A.C., & Company, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report*, 1995.  
State Highway Administration, "Inspection of Bridge No. 1605701", March 2001.

State Highway Administration, "Widening of Bridge No. 16057 on US 301 over Timothy Branch, General Plan and Elevation", November 1989

State Roads Commission, *On Our Way*, 1957.

State Roads Commission, "Proposed Arch Bridge on Southern Maryland Boulevard-Timothy Creek, Detail Plan" and "Details and Plan", September 1928.

State Roads Commission, *Proposed Twelve-Year Program for Road Construction and Reconstruction, 1954-1965*, 1952.

State Roads Commission, *Report of the State Roads Commission of Maryland*, 1949.

State Roads Commission, *Report of the State Roads Commission of Maryland*, 1950.

State Roads Commission, *Report of the State Roads Commission of Maryland*, 1952.

### Sources Consulted:

Maryland SHA Cultural Resource Library and Bridge Engineering Department, Baltimore - Reports published by or for the State Roads Commission, bridge files

Maryland Highway Administration, District 3 Office, 9300 Kenilworth Avenue, Greenbelt MD, 301-513-7300

Maryland Historical Trust Library, Crownsville - Inventory of Historic Places, National Register Nominations, Determinations of Eligibility, Cultural Resource Reports

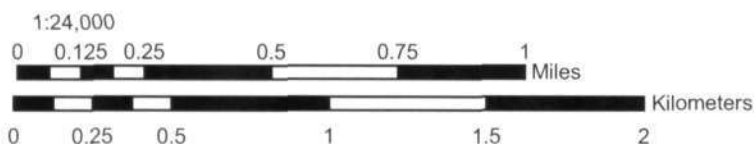
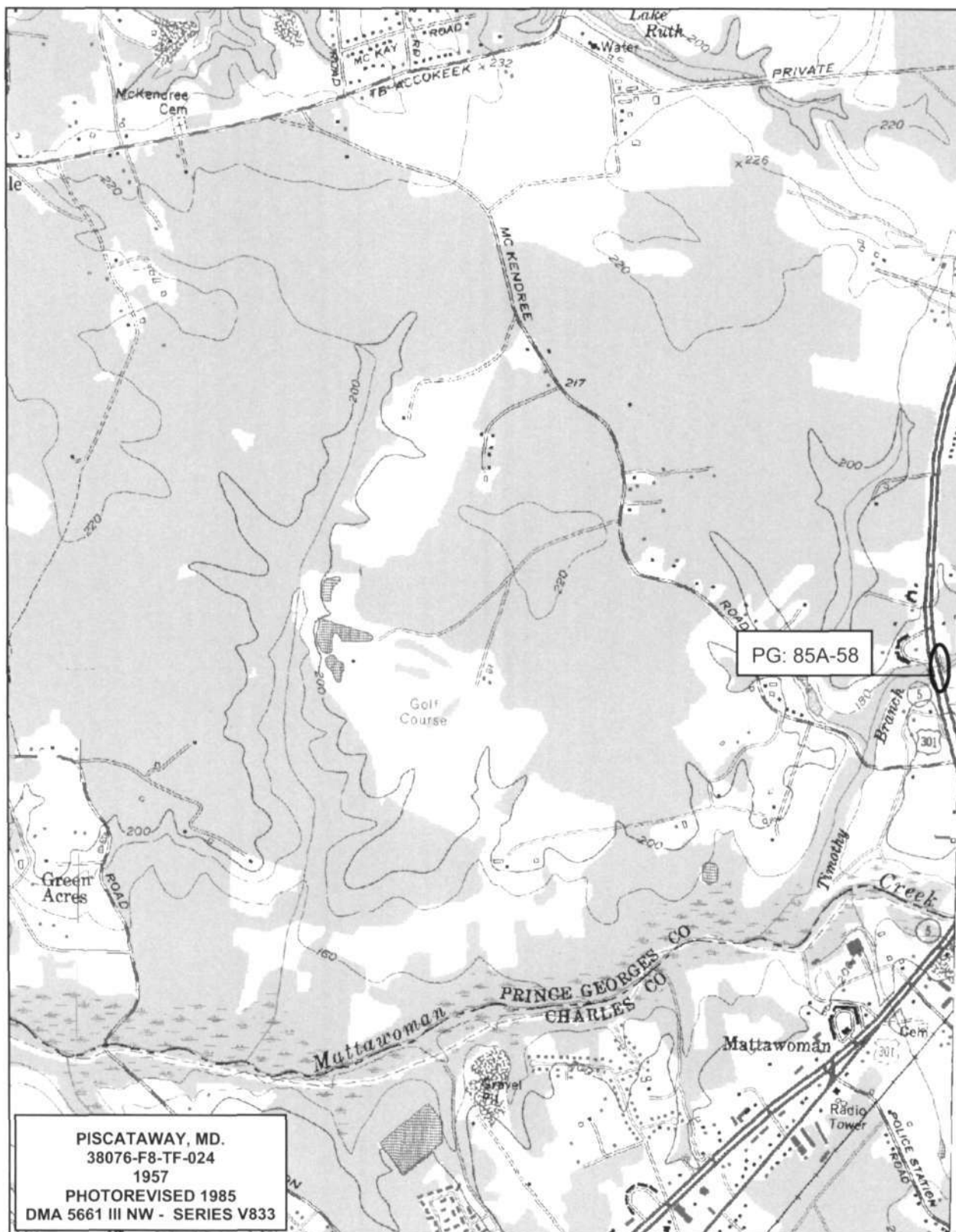
Maryland State Archives, Annapolis - photographs from the Sarikas Collection and materials published by the State Roads Commission

Enoch Pratt Library (Maryland Room), Baltimore - vertical files dealing with Maryland bridges

Library of Congress, Washington, DC - General information on bridges and additional Maryland bridge material

New Jersey State Library, Trenton - Engineering News-Record on microfilm

New York Public Library, (Science, Business, and Industry Library), New York - Additional SHA annual reports



MIHP # PG: 85A-58  
 Bridge 1605701  
 US 301 NB over Timothy Branch, Mattawoman Creek  
 Mattawoman Vicinity  
 Prince George's County  
 Piscataway, MD. Quadrangle



MIMP# PG: 85A-58

Bridge # 1605701, US 301 NE over Timothy Branch, Mattawoman Creek  
Prince George's County, MD

Photographer: Stan Papovich, Hardlines Design Company

Date: 6/11/03

Location of Negative: MD SHPO  
looking northwest at bridge deck  
1/6





MIHP # PG: 85A-58

Bridge # 1605701, US 301 NB over Timothy Branch, Mattawoman  
Creek  
Prince George's County, MD

Photographer: Stan Popovich, Hardinos Design Company

Date: 6/11/03

Location of Negative: MD SHPO

looking northeast at bridge deck

2/6



MIMP #PG: 85R-58

Bridge # 1605701, US 301 NB over Timothy Branch, Matlawoman  
Creek  
Prince George's County, MD

Photographer: Stan Papovich, Hardlines Design Company

Date: 6/11/03

Location of Negative: MD SHPO

looking southeast at bridge deck

3/6



MHP # PG:85A-58

Bridge # 1605701, US 301 NB over Timothy Branch, Mattawoman  
Prince George's County, MD Creek

Photographer: Stan Apevich, Hardlines Design Company

Date: 6/1/03

Location of Negative: MD SHPO

Looking southwest at bridge deck.

4/6





MHP #PG:85A-58

Bridge # 1605701, US 301 NB over Timothy Branch, Mattawoman  
Creek  
Prince George's County, MD

Photographer: Stan Apwich, Hardlines Design Company

Date: 6/11/03

Location of Negative: MD SHPO

Looking southwest at east elevation

5/6



MIHP # PG: 85A-58

Bridge # 1605701, US 301 NB over Timothy Branch, Mattawoman  
Creek

Prince George's County, MD

Photographer: Stan Popovich, Hardlines Design Company

Date: 6/11/03

Location of Negative: MD SHPO

detail of dates on southeast corner

6/6